

## SAILING DIRECTIONS CORRECTIONS

**PUB 120**      **1 Ed 1997**      **LAST NM 10/00**  
Page 46—Line 1/R to Page 47—Line 49/L; read:

### WESTREG—Western Canada Traffic Zone

In accordance with the Cooperative Vessel Traffic System Agreement between Canada and the United States the following Offshore Advance Reporting requirements apply for all west coast Canadian destinations.

**VTS Offshore Advance Report.**—Twenty-four hours prior to entering the territorial waters of the west coast of Canada all vessels 500 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel to CVTS OFFSHORE in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by fax: (604) 666-8453.

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.
OSCAR	Maximum present static draft.
PAPA	<ol style="list-style-type: none"> <li>1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable.</li> <li>2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a)(16) and (b) when applicable).</li> <li>3. If a tank vessel, indicate whether loaded.</li> </ol>

Designator	Required Information
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.
SIERRA	On scene weather, if severe.
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.
UNIFORM	Vessel gross tonnage.
XRAY	<p>If bound for a Canadian port, expiration date of:</p> <ol style="list-style-type: none"> <li>1. International Oil Pollution Prevention Certificate, or Certificate of Compliance.</li> <li>2. International Noxious Liquid Substance Certificate, or Certificate of Compliance.</li> <li>3. Certificate of Fitness (Chemical tanker).</li> <li>4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance.</li> <li>5. Indicate if a shipboard oil pollution emergency plan is on board.</li> <li>6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination.</li> <li>7. ISM Safety Management Certificate and ISM Document of Compliance.</li> </ol> <p>If bound for a U.S. port:</p> <ol style="list-style-type: none"> <li>1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount.</li> <li>2. Indicate name of Washington State spill contingency plan.</li> <li>3. Classification society of vessel.</li> <li>4. Name and phone number of a 24-hour point of contact for vessel-related concerns.</li> <li>5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).</li> </ol>

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

The Advance Report is a cooperative measure by the Canadian and United States Coast Guards to reduce the

reporting burden on ships calling on collective ports. This one report will satisfy the Canadian VTS Offshore reporting requirements, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

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Section IV)

20/00